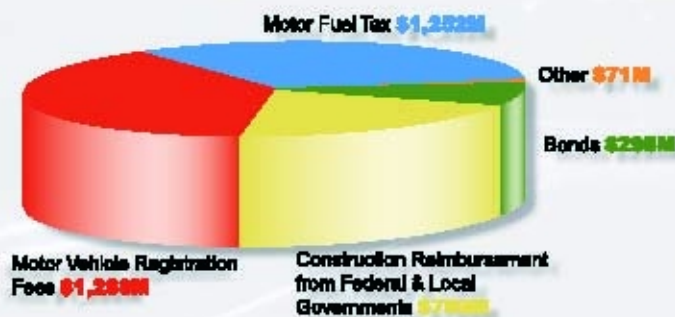


FY2002 Illinois Highway Revenues - \$3,705 Million



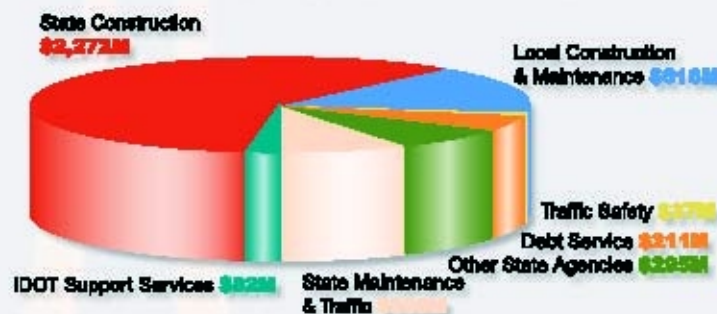
Illinois has the third largest state highway and interstate systems in the nation. While these systems only make up a fraction of all total roadways, they are the most heavily used, carrying a majority of all traffic in the state.

In FY 2002, the highway program included \$2.3 billion in federal, state and local matching funds, with the majority of funds allocated to preserve and modernize the existing system of highways and bridges.

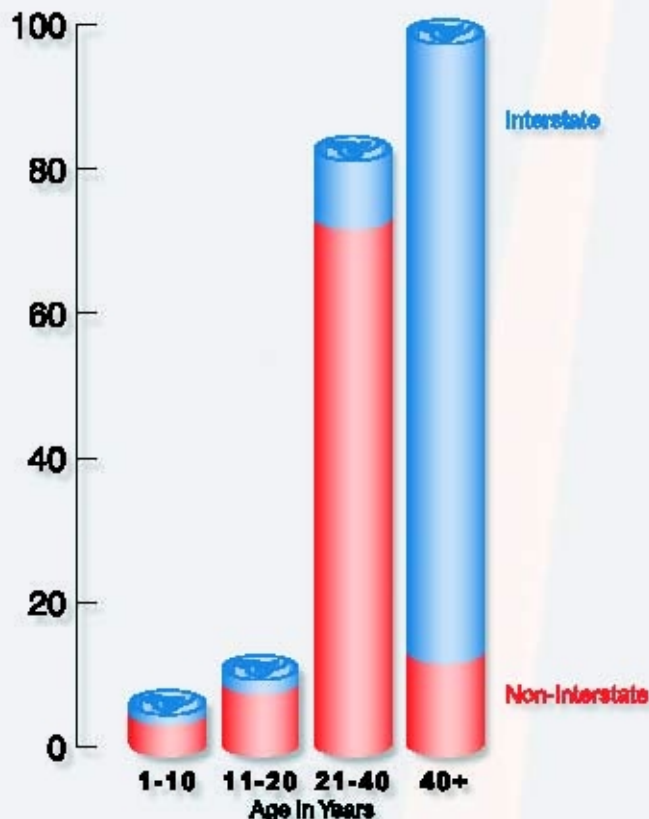
2002 Highway Program at a Glance

- 55,000 jobs created
- 1,554 miles of road improvements
- 333 bridge improvements
- Reconstructed I-57 southbound in Cook County
- Reconstructed I-70 and U.S. 40 in Clark County
- Completed reconstruction of Lake Springfield bridge, adding lanes to improve vehicle flow and safety
- Continued major work zone safety media campaign to inform motorists of the dangers involved in highway construction zones

FY2002 Illinois Highway Expenditures - \$3,839 Million



Age of Illinois Highways and Interstates



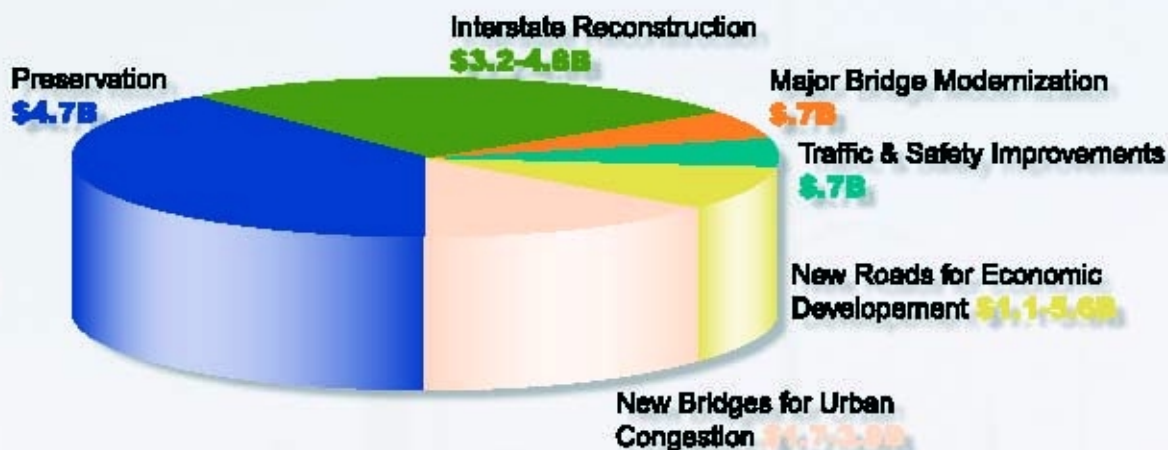
The Need

Illinois Highways and Interstates Need to be Rehabilitated

- 85% of Interstate system is past the 20-year design cycle
- 96% of Highway system is past the 20-year design cycle



FY2004-2009 Highways - \$12.1-20.3 Billion



The investment Illinois residents have made in higher user fees for Illinois FIRST allows the Department to relieve congestion, maintain the current system and boost economic development. In order to maintain this level of investment in our system as the life of the state infrastructure funding program expires, more assistance is needed from our federal partner in the form of increased funding through the reauthorization of TEA-21.

Funding Needs

To be able to continue preservation, modernization, expansion and development of new roads for economic development at a pace consistent with Illinois FIRST, total funding needs would be in a range of \$12.1-20.3 billion during FY 2004-2009. The American Association of State Highway and Transportation Officials estimates nationally, \$92 billion per year is needed just to maintain the physical condition and performance of the system, and \$125.6 billion is needed annually to improve the system.

The range of \$12.1-20.3 billion, during the lifetime of the TEA-21 reauthorization, would allow the Department to maintain a backlog of roads in need of repair at approximately 1500 miles per year and bridges in need of repair at approximately 500. Nationally, the Federal Highway Administration said in 1999 that the backlog for highways is \$167 billion and \$87 billion for bridges.



Northeastern Illinois has the second largest combined transit system in the nation, while downstate urban transit systems provide service in southwestern Illinois, nine metropolitan areas, and 31 rural and small urban areas.

In FY 2002, the transit program allocated \$1.018 billion in federal, state and local funds for operating assistance. The program also allocated \$1.133 billion in capital assistance.

2002 Transit Program at a Glance

- 27,000 jobs created
- Chicago Area Transit Agencies provided 574.2 million trips for commuters; 1% increase, despite slowing economy
- Began rehabilitation of CTA Blue Line track, structure and 11 rail stations
- Completed design for two Metra line extensions to increase capacity
- 125 fully-accessible buses and 25 paratransit vehicles for Pace
- Began construction of MetroLink light rail extension in St. Clair County
- Completed inter-modal facility in Decatur and design for joint-use facility in Centralia

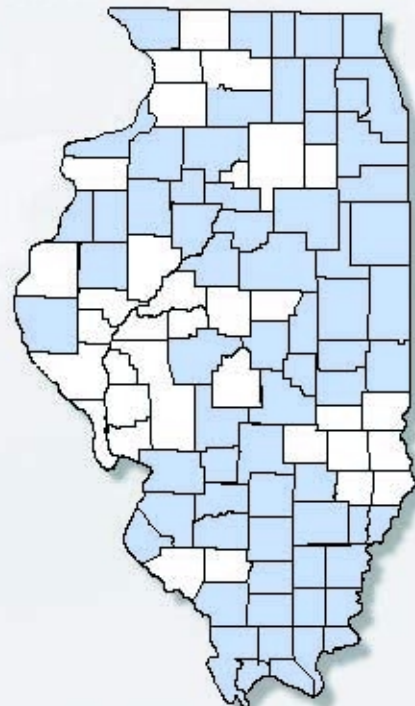


The Need

- Chicago is the third worst congested area in the nation
- Increasing public transportation ridership reduces congestion
- Increasing public transportation ridership reduces pollution
- Public transportation provides workers with affordable, reliable commuting options

FY 2002 PROGRAM FUNDING	
Operating Assistance	
Source	Amount
Federal	\$11,070,000
State	\$375,340,000
Local	\$631,740,000
Total	\$1,018,150,000
Capital Assistance	
Federal	\$633,850,000
State	\$361,900,000
Local	\$137,730,000
Total	\$1,133,480,000

□ COUNTIES WHERE TRANSIT SYSTEMS OPERATED IN FY 2002



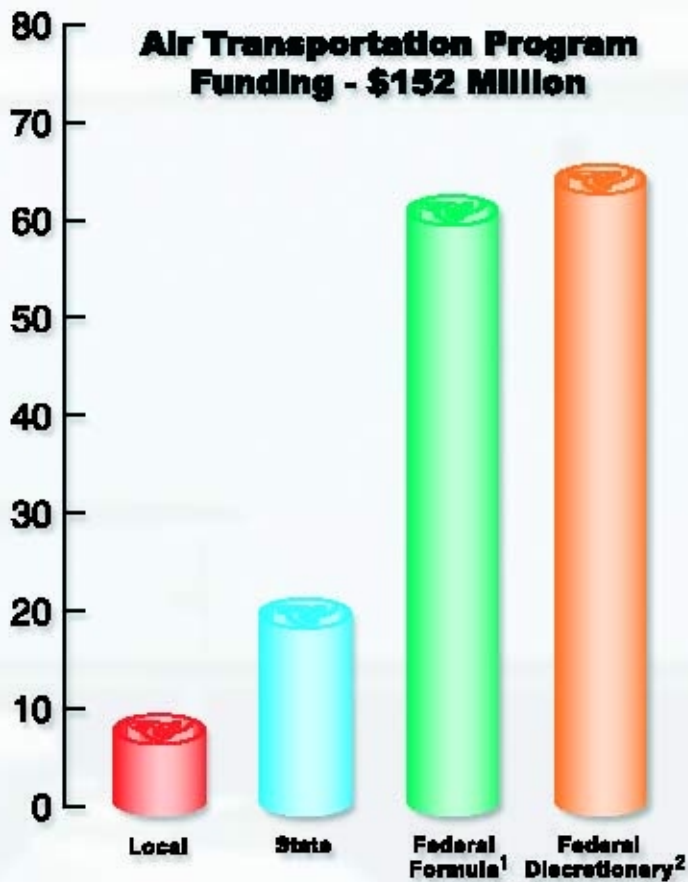
FY2004-2009 Public Transportation – \$8.3-11.2 Billion



The cost to continue the current pace of Public Transportation improvements from FY 2004-2009 is estimated to be between \$8.3-11.2 billion dollars. Under TEA-21, public transportation agencies in Illinois received \$1.5 billion to expand services. Currently, there are approximately \$2.7 billion of system expansions under discussion in the lifetime of the federal reauthorization of TEA-21. It's estimated that in order to maintain operating systems in their present form, public transportation agencies would need between \$6.8-7 billion dollars from FY 2004-2009.

To be able to meet the public transportation needs of Illinois from FY 2004-2009 between \$8.3-11.2 billion is required. At least a 50-75 percent increase in federal funding under the TEA-21 reauthorization is necessary in order to continue the momentum public transportation has received under Illinois FIRST.





Illinois' airport system is the second largest in the nation, with currently 118 airports designated for public use, including Chicago O'Hare, the world's busiest airport and 273 heliports. The FY 2002 program included more than \$152 million in federal, state and local matching funds for improvement projects at airports throughout the state. The funded projects improve the safety and efficiency of the airports and enhance opportunities for economic development in communities throughout the state.

¹ Entitlement funds for primary airports based on number of passengers enplaned apportioned funds based on land area and population
² FAA-determined funds for eligible airports.

2002 Aviation Program at a Glance

- 3,800 jobs created
- Supported major improvements to runways, taxiways and safety equipment additions at 63 airports statewide
- Continued efforts to reduce congestion in the Northeastern Illinois air corridor
- Working with Chicago to expand and modernize O'Hare
- Received Record of Decision on Tier 1 of the Environmental Impact Statement for the South Suburban Airport
- Began purchasing land for the inaugural South Suburban Airport (90% of acquisition will be completed mid-2003)

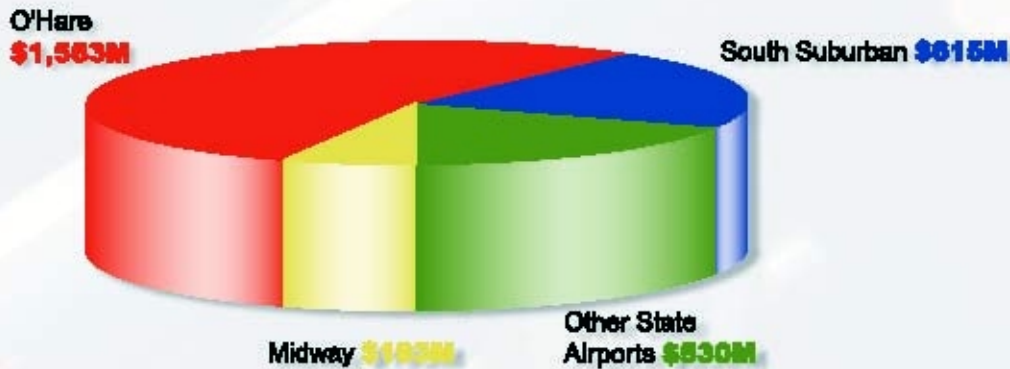


The Need

- Continue working to relieve congestion in the Northeastern Illinois aviation corridor
- Work with Federal Aviation Authority and local airports to meet future safety needs

Over the next six years, maintaining Illinois' current aviation system and bringing much needed congestion relief to the Northeastern Illinois air corridor will require significant assistance from our federal partners.

Aviation Needs FY2004-2009



Funding Needs

It is projected that during Fiscal Years 2004-2009 Illinois' Aviation system will have more than \$2.9 billion in capital needs. The greatest need will be in the Northeast air corridor, where improvements at Midway, expanding O'Hare and constructing an inaugural South Suburban Airport are estimated to cost nearly \$2.4 billion through FY 2009, not including highway improvements necessary to provide access.

Illinois needs Congress to pass a multi-year Airport Improvement Program to continue meeting capital needs, while finding a way to fund additional security improvements as yet to be determined by the federal government.



The Rail program for FY 2002 was \$44.6 million. The program focused on economic development, developing a high-speed rail corridor between Chicago and St. Louis, and continued inter-city rail passenger service.

2002 Rail Program at a Glance

Rail Freight

- 328 jobs created or retained
- \$7.7 million in private investments leveraged on 10 freight projects
- 14,000 feet of new track constructed
- Rehabilitated 100 miles of existing track

High-Speed Rail (HSR)

- Upgraded of 120 miles of track and crossings between Dwight and Springfield
- Continued work on Chicago-St. Louis HSR corridor Environmental Impact Statement
- Jointly funded development of the Positive Train Control system (remote train tracking system)

The Need

- Relieve congestion in the state's rail freight gateways
- Complete High-Speed Rail corridor between Chicago and St. Louis

FY 2002 PROGRAM FUNDING

RAIL PASSENGER PROGRAM

Operating Assistance

Source	Amount
State	\$10,314,000

Capital Assistance

State	\$20,100,000
Federal	\$7,000,000
Total	\$37,424,000

RAIL FREIGHT PROGRAM

State	\$6,377,000
Federal	\$830,000
Total	\$7,207,000

MAINLINE RAIL SYSTEM





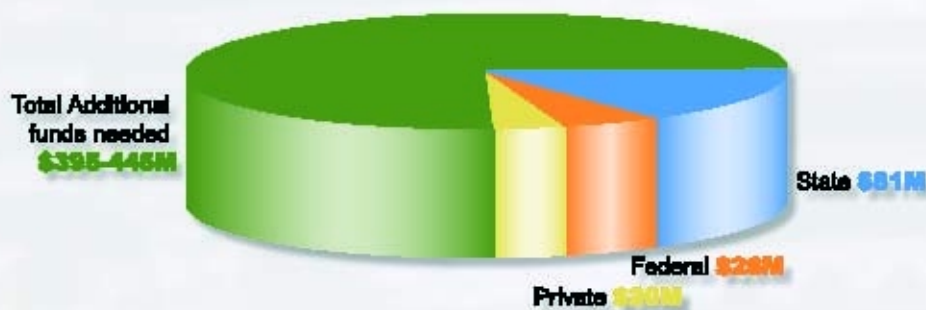
Rail Freight congestion has a ripple effect throughout the economy and must be addressed in the Reauthorization of TEA-21.

Congestion affecting the Chicago rail freight gateway is an issue that must be addressed through multiple partners because of the ripple effects rail freight congestion creates. For instance, a delay in the shipment of goods in Chicago creates more delays throughout the country, additional wear and tear on Illinois roads and lost time for area commuters. Federal funds are needed to address the growing problem of rail freight congestion.

Completing the Chicago-St. Louis High-Speed Rail corridor will continue to be a priority of the Department that over the next 6 years will require significant federal assistance. High-Speed Rail will reduce the travel time between Chicago and St. Louis by nearly 2 hours.

Meeting the challenges of rail transportation in the 21st century will require us to restructure how we address the needs freight and passenger service face. We must elevate freight and passenger rail issues in Illinois to begin to alleviate congestion that will only increase in the future. Looking at both rail passenger and freight issues from one mindset will allow us to better plan for dealing with the increased volume that is expected to come as our economy, as well as our reliance on the rail system, grows.

High Speed Rail Funding



Funding Needs

The solution for addressing congestion in Illinois' rail freight gateways will be in excess of \$1 billion. It is essential that the federal government specifically identify funds in the reauthorization of TEA-21 to deal with rail freight congestion.

To date, the State of Illinois has provided 63-percent of the funding needed for High-Speed Rail improvements through Illinois FIRST. The federal government and railroads have made up the rest.

The budget for the Chicago to St. Louis corridor is between \$525-575 million, depending on which route into Chicago is chosen. To date, \$129 million dollars has been committed, with the majority of those funds provided by Illinois FIRST. The unmet need of the project is \$395-445 million that must be funded through the state, federal and private partnership.